

**DEPARTMENT OF TRANSPORTATION**

OFFICE OF THE DIRECTOR

P. O. BOX 942873, MS-49

SACRAMENTO, CA 94273-0001

PHONE (916) 654-5266

FAX (916) 654-6608

TTY 711

*Flex your power!  
Be energy efficient!*

September 23, 2009

Ms. Cynthia Bryant  
Director  
Governor's Office of Planning and Research  
1400 Tenth Street, Room 100  
Sacramento, CA 95814

Dear Ms. Bryant:

In partnership with the California Association of Councils of Government (CALCOG) and the regional CALCOG member agencies, I am pleased to submit two applications for Proposition 84 funding from the Department of Transportation (Department).

The first proposal is to fund Phase One of the 2010 California Household Travel Survey (CHTS). The project outlined in the proposal updates a statewide database of household socio-economic and travel information used to estimate, model and forecast travel throughout the State. The CHTS provides Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies with travel demand data needed in regional travel demand models. The CHTS is fundamental to MPO and Department travel forecasting and analysis, particularly as MPOs move forward to develop their Regional Transportation Plans with Sustainable Community Strategies or Alternative Planning Strategies. The MPOs and the Department agree that a coordinated survey program, as outlined in the proposal, will enable better cooperation among all State and regional agencies in a cost effective manner.

The second proposal is to fund the development of a Web Based Interface to the Statewide Interregional Travel Demand Model. The project outlined in the proposal supports the implementation of a web based interface to a statewide travel demand model that the Department is currently developing. This web based interface will enable regional agencies to access the Statewide Interregional Travel Demand Model to run model scenarios and obtain model output data. This project will enable MPOs to develop interregional trip forecasts in cooperation with the Department and other MPOs.

On September 22, 2009, the CALCOG member agencies voted unanimously to endorse the two proposals being submitted by the Department. Enclosed is the letter from Rusy Selix, Executive Director of CALCOG, confirming the unanimous member agency support for the two projects that will make substantial improvements to the abilities of MPOs to meet the requirements of SB 375. For additional background, I have also attached the original letter that CALCOG presented to the Strategic Growth Council on September 8, 2009.

Ms. Cynthia Bryant  
September 23, 2009  
Page 2

The application package and accompanying CALCOG letters indicating support from the MPOs demonstrate a strong partnership and continued desire to work together to promote sustainable communities.

Please feel free to contact me or Martin Tuttle, Deputy Director for Planning and Modal Programs should you have any questions.

Sincerely,

  
RANDELL H. IWASAKI  
Director

Enclosures

c: Rusty Selix, Executive Director, CalCOG



## CALIFORNIA ASSOCIATION OF COUNCILS OF GOVERNMENTS

September 22, 2009

### MEMBER AGENCIES

Association of Bay Area Governments  
Association of Monterey Bay Area Governments  
Butte County Association of Governments  
Calaveras Council of Governments  
Coachella Valley Association of Governments  
Contra Costa Transportation Authority  
Council of Fresno County Governments  
Council of San Benito County Governments  
El Dorado County Transportation Commission  
Humboldt County Association of Governments  
Kern Council of Governments  
Kings County Association of Governments  
Lake County/City Area Planning Council  
Los Angeles County Metropolitan Transportation Authority  
Madera County Transportation Commission  
Mendocino Council of Governments  
Merced County Association of Governments  
Metropolitan Transportation Commission  
Orange County Transportation Authority  
Placer County Transportation Planning Agency  
Sacramento Area Council of Governments  
San Bernardino Associated Governments  
San Diego Association of Governments  
San Joaquin Council of Governments  
San Luis Obispo Council of Governments  
Santa Barbara County Association of Governments  
Santa Cruz County Regional Transportation Commission  
Shasta County Regional Transportation Planning Agency  
Southern California Association of Governments  
Stanislaus Council of Governments  
Tahoe Regional Planning Agency  
Transportation Agency for Monterey County  
Tulare County Association of Governments  
Tuolumne County Transportation Council  
Ventura County Transportation Commission  
Western Riverside Council of Governments

### CONSTITUTIONAL MEMBERS

California State Association of Counties  
League of California Cities

Cynthia Bryant  
Chair  
Strategic Growth Council  
1400 Tenth Street, Room 100  
Sacramento, CA 95814

RE: ENDORSEMENT OF DEPARTMENT OF TRANSPORTATION (CALTRANS) APPLICATIONS FOR (1) CALIFORNIA HOUSEHOLD TRAVEL SURVEY AND (2) WEB BASED INTERFACE FOR STATEWIDE INTER-REGIONAL TRAVEL DEMAND MODEL

Dear Chair Bryant:

As you may recall, the California Association of Councils of Governments (CALCOG) submitted a letter to the members of the Strategic Growth Council dated September 8, 2009 when the *Criteria for Awarding Proposition 84 Funds for Model Development and Data Gathering* was under consideration.

In our letter, CALCOG urged the Strategic Growth Council to allocate at least \$2 million to enable the *2010 California Household Travel Survey* to go forward by the Department of Transportation (Caltrans).

The *Household Travel Survey* will enable metropolitan planning organizations (MPOs) to develop their Sustainable Community Strategies (SCS) or Alternative Planning Strategy (APS) to meet the requirements of Senate Bill 375.

Under your Proposition 84 grant program, Caltrans is submitting two applications for funding the (1) *California Household Travel Survey* and (2) *Web Based Interface for Statewide Inter-Regional Travel Demand Model*.

In line with our previous position, we are very pleased to endorse both applications that, if approved by the Council, will provide at least \$2 million for the *Household Travel Survey*.

Sincerely,

  
Rusty Selix  
Executive Director





## CALIFORNIA ASSOCIATION OF COUNCILS OF GOVERNMENTS

### MEMBER AGENCIES

Association of Bay Area Governments  
Association of Monterey Bay Area Governments  
Butte County Association of Governments  
Calaveras Council of Governments  
Coachella Valley Association of Governments  
Contra Costa Transportation Authority  
Council of Fresno County Governments  
Council of San Benito County Governments  
El Dorado County Transportation Commission  
Humboldt County Association of Governments  
Kern Council of Governments  
Kings County Association of Governments  
Lake County/City Area Planning Council  
Los Angeles County Metropolitan Transportation Authority  
Madera County Transportation Commission  
Mendocino Council of Governments  
Merced County Association of Governments  
Metropolitan Transportation Commission  
Orange County Transportation Authority  
Placer County Transportation Planning Agency  
Sacramento Area Council of Governments  
San Bernardino Associated Governments  
San Diego Association of Governments  
San Joaquin Council of Governments  
San Luis Obispo Council of Governments  
Santa Barbara County Association of Governments  
Santa Cruz County Regional Transportation Commission  
Shasta County Regional Transportation Planning Agency  
Southern California Association of Governments  
Stanislaus Council of Governments  
Tahoe Regional Planning Agency  
Transportation Agency for Monterey County  
Tulare County Association of Governments  
Tuolumne County Transportation Council  
Ventura County Transportation Commission  
Western Riverside Council of Governments

### CONSTITUTIONAL MEMBERS

California State Association of Counties  
League of California Cities

September 8, 2009

Cynthia Bryant  
Chair  
Strategic Growth Council  
1400 Tenth Street  
Sacramento, CA 95814

RE: Criteria for Awarding Proposition 84 Funds Model Development and Data Gathering

Dear Ms. Bryant:

The California Association of Councils of Governments (CALCOG) would like to commend each member of the Strategic Growth Council and your staff on doing an excellent job drafting criteria for awarding Proposition 84 funds in such a short time frame.

Your staff should also be commended for giving everyone an opportunity to comment on the Draft Criteria in a conference call conducted on September 3.

We were quite pleased to hear the Strategic Growth Council staff say on the call that the application requirements were made less burdensome and rigorous to the applicants, submission of joint proposals are welcome, and that consideration of a page limit for the applications would be considered so that MPOs can focus on what is most important.

CALCOG members, both individually and as a group, analyzed and commented upon the Draft Criteria. They also worked together with a mutually constructive attitude to bring forth a coordinated response to the Strategic Growth Council, with the emphasis on the best way to allocate the \$10 million set aside for MPOs out of the \$12 million total allocation for both the regions and State government.

The starting point for the CALCOG members was the July 21, 2009 memo on "Proposition 84 Planning Funds" written to you by Mike McKeever, SACOG Executive Director and RTAC Chair.

This memo was written prior to the adoption of the Budget language and amount to be appropriated. In addition, the Criteria that is before you today for your consideration were not even drafted. Mr. McKeever noted that he did not have (sufficient) time to review his memo with all of the MPOs.

Even with these obstacles to overcome, Mr. McKeever and his staff did an outstanding job preparing the memo.

SACOG Director of Research and Analysis, Gordon Garry, hosted two conference calls with MPOs and some Strategic Growth Council staff and compiled data from MPOs just prior to and after the release of first draft of the Criteria in late August.

Mr. Garry should also be commended for working with MPO and State officials in compiling the MPO funding requests. The SACOG memo is attached.

The CALCOG members generally agree with the fund allocation in the SACOG memo. Members also agree that the individual applications will generally conform to the allocation. The allocations should be viewed as targets rather than specific amounts that will be requested. And most importantly, that the members all have as the primary goal of these funds to make the modeling improvements in time to use them in the first round of SCS/APS.

I want to point out that the MPOs who did not have an opportunity to provide their funding requests to Mr. McKeever have indicated they plan to submit applications for funds under this program. They also indicated their support for the general funding allocation by Mr. McKeever. Thus, it appears likely all 18 MPOs will submit applications.

We also want to mention that it is important that the Household Travel Survey should go forward. It is a crucial tool used by the state and regions alike. As a result, a portion of the \$10 million regional share should be dedicated to this project and should be viewed as a down payment by the regions.



Strategic Growth Council  
Page Three

While CALCOG is currently working with Caltrans to determine the specific cost of the survey, there was a general consensus on the conference calls that the \$2 million listed in Mr. McKeever's memo was probably about the right amount.

CALCOG members would like the funds designated for MPOs to be based on need and not through a competitive process. It would be unfair for some MPOs to be denied funding when they are all required by statute to implement SB 375.

We would like to bring to your attention some matters you may wish to consider that were brought to our attention by some CALCOG members.

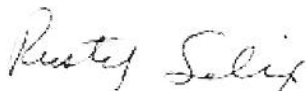
SANDAG said it would like to see the remaining \$2 million of the \$12 million distributed through a competitive process available to the regions.

Shasta County Regional Transportation Planning Agency said that Mr. McKeever's memo specifically references iPlace3s as the modeling tool for all of the smaller MPOs, which may not be the best or practical option for Shasta County. Assuming that this does not become a mandatory approach, Shasta County is very happy with the proposed funding distribution by Mr. McKeever.

OCTA acknowledges that this first round of allocations will likely be directed to MPOs for modeling purposes, with the Budget Bill's emphasis on modeling needs. They rightly point out county transportation commissions and subregions in the SCAG region are also responsible parties under SB 375 if they choose to do a subregional SCS.

Thus, as future allocations of Proposition 84 funding are made, the Strategic Growth Council should consider that these entities will also need funding to fulfill their responsibilities under SB 375.

Sincerely,




Rusty Selix  
Executive Director

CC: Members of the Strategic Growth Council  
CALCOG Members



July 21, 2009

**To:** Cynthia Bryant, Director, Governor's Office of Planning and Research

**From:** Mike McKeever, Executive Director 

**Subject:** Proposition 84 Planning Funds

As a follow-up to our good discussion last week, I am sending some more detailed ideas to illustrate how some of the planning funds could be productively used in the near term for modeling and data gathering. While what follows covers MPOs throughout the state, we have not had time to review this memo with them. Therefore, this is intended to serve as a starting point for a meeting that would involve all the key parties, as we discussed.

The primary purpose of the MPO model development program is to improve their analytical abilities to address the GHG requirements of SB375. A comprehensive RTAC survey of MPO modeling and data needs conducted earlier this year highlighted the fact that the MPOs have a range of models and data issues that must be addressed to fully comply with SB375.

First, more and better land use information through the use of parcel level data and the I-PLACE<sup>3</sup>S model is needed to evaluate land development impacts on travel demand and its emissions, and in the major urban areas, the models must be able to address economic incentives. The proposed funding program is a good start but not a complete package to meet these needs. With these funds, the MPOs will narrow the range in their capabilities. The improvement will also address other MPO needs for the RTP and other studies. At least a second year of funding for another \$10 million will be needed to provide the assurance that regional comparisons are a fair and objective assessment of the GHG targets.

Secondly, the funding approach proposed here is not a per-capita distribution. It is instead based on the specific needs of the MPOs identified in the RTAC survey, other information on what the MPOs currently are self-funding to upgrade their models and data, and the specific needs of SB375.

Third, it is important to state that these funds will not substitute for current commitments by the MPOs. These programs include activity-based model development underway at SCAG, MTC, and SANDAG; the first-generation activity-based model in use at SACOG; and the Caltrans-funded program to develop 4Ds model improvements with some of the MPOs (the first part of this project is funded at \$315,000, the second

Auburn  
Citrus Heights  
Colfax  
Davis  
El Dorado County  
Folsom  
Galt  
Isleton  
Lincoln  
Live Oak  
Loomis  
Marysville  
Placer County  
Placerville  
Rancho Cordova  
Rocklin  
Roseville  
Sacramento  
Sacramento County  
Sutter County  
West Sacramento  
Wheatland  
Winters  
Woodland  
Yuba County  
Yuba City  
Yuba County



Cynthia Bryant

Page 2

July 21, 2009

part at \$837,000 is to be funded by Caltrans in this year's budget). The MPOs and state agencies should also be expected to continue their own data and model programs to address other MPO and COG responsibilities.

This recommended list of MPO and statewide projects varies by groupings of MPOs. The four largest regions need to focus on improving the travel models to fully address economic incentive programs and improving land use data to evaluate the higher density and mix of development plus transit service levels that are unique to them.

The eight MPOs in the Central Valley need to substantially improve the rule-based land use data system they currently use into a more detailed I-PLACE<sup>3</sup>S planning system. The eight travel models need some consolidation because the counties have overlapping economic spheres (and also fall within larger economic spheres). The travel models also need to improve their multi-modal abilities in addition to the 4Ds functionality in the I-PLACE<sup>3</sup>S model in order to address land use influences. The program will combine the 3 northernmost counties in the Central Valley into one model and another 4 counties into another model, leaving Kern County as a separate county level model.

The remaining MPOs are the smallest and are relatively slow growing. Their analytical needs center on land use data to understand the travel demand impacts within the context of small urban and town environments. The 4Ds travel model improvements with the I-PLACE<sup>3</sup>S model should show distinct impacts in the effects of land use density and mix.

The last class of projects is statewide. The Caltrans statewide travel model is funded to provide the inter-regional trip forecasts needed by all the regions. What are missing are the tools that will enable the MPOs to fully utilize the statewide model. The project therefore focuses on model operations, data management, and a web-based user interface. These tools will allow MPOs to build their own scenarios to test land use and transportation options and evaluate the impacts on inter-regional long-distance travel. The household travel survey is vital to medium-term improvements and the effort to improve consistency across the state. The survey must be a full partnership between the MPOs and Caltrans from design, to application and finally to data set development. The survey also requires the parcel data programs in all the other projects in order to provide a robust data set. The second year's funding is essential, plus additional funding from most if not all the MPOs and other state agencies. The full cost of the survey is probably in the \$8-10 million range.



<b>MPOs</b>	<b>Immediate data and model needs</b>	<b>Funding (\$ 000)</b>
<b>SCAG</b>	activity model testing, I-PLACE <sup>3</sup> S development	\$1,000
<b>MTC/ABAG</b>	activity model testing, I-PLACE <sup>3</sup> S development	\$800
<b>SANDAG</b>	testing of economic incentives in new travel model	\$400
<b>SACOG</b>	Economic incentives model	\$400
<b>SJ COG</b>	parcel data improvement, I-PLACE <sup>3</sup> S development,	\$1,000
<b>STAN COG</b>	trip distribution & mode choice,	
<b>MERCED CAG</b>	improvements in 4Ds post processor	
<b>FRESNO COG</b>	parcel data improvement, I-PLACE <sup>3</sup> S development,	
<b>MADERA CTC</b>	trip distribution & mode choice,	
<b>TULARE CAG</b>	improvements in 4Ds post processor	
<b>KING CAG</b>		\$1,000
<b>KERN COG</b>	4Ds improvements & testing, mode choice improvements	\$500
<b>AMBAG</b>	more parcel work needed, I-PLACE <sup>3</sup> S development	\$400
<b>SLO COG</b>	more parcel work needed, I-PLACE <sup>3</sup> S development	\$400
<b>SBCAG</b>	more parcel work needed, I-PLACE <sup>3</sup> S development	\$400
<b>BUTTE CAG</b>	more parcel work needed, I-PLACE <sup>3</sup> S development	\$400
<b>SHASTA CO. RTPA</b>	more parcel work needed, I-PLACE <sup>3</sup> S development	\$400
<b>TAHOE MPO</b>	more parcel work needed, I-PLACE <sup>3</sup> S development	\$400
<b>Household travel survey</b>	Partnership with all MPOs and Caltrans	\$2,000
<b>Caltrans Statewide Model</b>	Model operations, data management, web-based user interface	\$500
<b>Total</b>		<b>\$10,000</b>

cc: Bill Craven  
Joe Caves  
Ann Nothoff  
Tom Adams